

Amusements.

GRAND OPERA HOUSE—*Ermine*.
DAILY THEATRE—*The Taming of the Shrew*.
DOVER THEATRE—*Minstrels*.
EDWIN MUSE—*Musical Lays*.
GRAND OPERA HOUSE—*Ermine*.
HARRISON'S PARK THEATRE—*McDonough's Visit*.
LYCEUM THEATRE—*Prof. Boyesen, lecture 2:15*.
Waldorf.
MADISON AVE. AND 59TH ST.—*Day and Evening*—*Mac and Monitor*.
MADISON SQUARE THEATRE—*Jim, the Penman*.
MADISON SQUARE GARDEN—*2 and 8*—*Circus*.
METROPOLITAN OPERA HOUSE—*Nero*.
NIBLO'S GARDEN—*The Gladiator*.
STANDARD THEATRE—*Pris*.
STAN THEATRE—*Sarah Bernhardt*.
THEATRE COXIQUE—*Tony Deller's Pantomime Co.*.
WALLACK'S—*The Domino's Daughter*.
ST. JAMES THEATRE—*Buddhists*.
ST. JAMES THEATRE—*Deuman Thompson*.
728 AND 730 BROADWAY—*Old London Street*.
230 ST. TARENAC, near 6th Ave.—*Christ Before Pilate*.

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Business Notices.

OFFICE FURNITURE
 In Great Variety, manufactured
 by T. G. SELLER
 111 Fulton St., New York.
 Deaks, Library Tables, &c.
TRIBUNE TERMS TO MAIL SUBSCRIBERS.
 Postage Free in the United States.
 1 Year, 6 Months, 3 Months.
 Daily, with Sunday, \$5.00 \$2.50 \$1.50
 Sunday, without Sunday, 1.00 .50 .25
 Weekly Tribune, 1.00 .50 .25
 Remitt by Postal Order, Express Order, Check, Draft, or Registered Letter.
 Cash or Postal Note, if sent in a registered letter, will be accepted.
 Main office of THE TRIBUNE, 154 Nassau St., New York. Ad-
 dress all correspondence to "THE TRIBUNE," New York.
BRANCH OFFICES OF THE TRIBUNE.
 Advertisements for publication in THE TRIBUNE, and orders
 for regular delivery of the daily paper, will be received at the
 following branch offices:
 Branch office, 1238 Broadway, 9 a. m. to 9 p. m.
 No. 83 Broadway, between 22d and 23d sts., till 9 p. m.
 No. 208 West 23d St., 10 a. m. to 9 p. m.
 No. 700 4th Ave., near 47th St., 10 a. m. to 5 p. m.
 No. 1007 3d Ave., near 6th St., 10 a. m. to 5 p. m.
 No. 180 East 125th St., near 5th Ave., 10 a. m. to 7:30 p. m.
 Union Square, No. 153 4th Ave., corner of 14th St.,
 12 o'clock to 2 p. m.
 WASHINGTON, 1322 F St., LONDON—26 Bedford St., Strand.

New-York Daily Tribune.

FOUNDED BY HORACE GREELEY.

MONDAY, MARCH 28, 1887.

THE NEWS THIS MORNING.

FOREIGN.—The *Coronet* arrives at Queenstown and wins the ocean yacht race. — Nothing heard of the *Dauntless*. — A sensible Canadian view of the fisheries troubles. — A competitor in the flour business.

DOMESTIC.—Probable appointments by Governor Green in New Jersey. — The tax on savings bank deposits. — A new veteran organization started in Philadelphia. — Liquor stores closed in Washington. — An aged woman dragged by her daughter from a Shore Line train. — Dimensions of the Scotch yacht *Thistle*.

CITY AND SUBURBAN.—How the news of the *Coronet's* victory was received. — William R. Travers dies. — Uproar and violence in St. Stephen's Church. — Irishmen talked in favor of dynamite. — Injured in a runaway accident on the Bridge. — No developments in the Railway murder case.

THE WEATHER.—Indications for to-day: Warmer and cloudy, with rain, followed by cooler, fair weather. Temperature yesterday: Highest, 40°; lowest, 24°; average, 31°.

The Central Labor Union distinguished itself yesterday by resolving to boycott the *Thistle* Theatre. If New-York workmen are all as poor as the labor agitators would have us believe, theatre-going must be beyond their means, and this boycott will be of little or no effect. More to the point was the resolution in favor of free libraries and museums on Sunday. Yet this would probably not do the Central Labor Unionists any good. They spend most of their spare time on Sunday in talking, arguing and resolving on all sorts of fruitless topics in Clarendon Hall.

When everybody else, and especially every other corporation, is justly and fully taxed, it will be time to think of taxing deposits in savings banks. These sums, large in the aggregate, are made up of the hard-earned savings of working people, laid aside for a rainy day. To tax them would not render them insecure, of course, but it would eat up the small interest now paid, and sadly discourage hundreds of thousands of poor people. Directors of savings banks in this city will hardly fail to appear before the Committee of Ways and Means in the Assembly this week and oppose the bill authorizing the tax in question.

No man can serve two masters; but the Democratic Senators at Albany are going to undertake that impossible task this week. By opposing the High-License bill they hope to please both the rum-sellers and the Third-Party Prohibitionists. It remains to be seen how they will succeed. If the Republicans do their duty, as we believe they will, the Democratic strivings will be in vain. It is said to be possible that Governor Hill will veto this measure when it reaches him. That may be; but so apparent an effort to sway the "tin-mills" on his side is hardly in the line of his shrewd policy. At any rate, all responsibility for the failure of the bill must lie at his door.

We print another letter from Providence this morning, describing further the political situation in Rhode Island. It deserves the careful attention of all Republicans in that State who have at heart the welfare of their own commonwealth and the country at large. The candidates renominated by the party are faithful and competent, and to turn them out to make positions for a lot of commonplace Democrats would be the height of folly. The last Legislature is responsible for what it did of good or evil, and not the excellent and efficient men on the current State ticket. To strike them down at this time would not only be detrimental to the best interests of the State; it would be giving aid and comfort to the Administration at Washington. Republicans outside of Rhode Island have the right to demand that their party shall not be wounded at the hands of its friends.

The more the case of the stranded *Scotia* is investigated, the more it does not appear that her officers knew their business. Much has been said about them that is not true; but all accounts agree that the captain was so badly informed concerning the coast that he mistook Fire Island light for something else; that he did not take soundings as he approached the shore; and that neither he nor his officers knew what to do with the life-line from the life saving crew. The last two counts of the indictment are the gravest, and unless the captain of the *Scotia* and his subordinates can show that they were suffering from temporary insanity when the vessel struck, and that they are not liable to

another attack, they should not be allowed hereafter to man any ship that is not safely moored in some unused canal.

THE CORONET'S VICTORY.

In the light of the observations which have been taken since the great ocean yacht race began on March 12, the *Coronet's* victory cannot surprise any one. Her arrival merely confirms the reports made by the officers of the Boston steamship *Kansas*, and the Hamburg-American steamship *Rugia*. Their statements lacked just enough precision to afford a trifling hope to those whose sympathies and wishes were for the *Dauntless*. But the *Coronet's* arrival shows the substantial accuracy of all the various meagre stories which have come from mid-ocean concerning the yacht and their positions. The little schooners seen by the British Prince on Monday, March 14, the one about twenty-two miles ahead of the other, must have been the racers. The yacht sighted five days later by the *Kansas* could have been none other than the *Coronet*, notwithstanding the misspelled signal. The small vessel with the red light observed by the *Pavonia* on March 20 was certainly the still-advancing little schooner, and the story told on Saturday by Captain Richter, of the *Saale*, must have been entirely true.

There is no little satisfaction in knowing positively that the yachts were thus frequently under the eye of passing steamships. It answers one of the most serious objections to ocean racing. Many of the perils incident to a trip across the sea in an open yacht are almost inconsequential if the vessels are sure to fall in with passing ships every twenty-four or thirty-six hours. Had any of the accidents liable to occur at sea befallen these vessels during the stormy weather they experienced throughout the race, their crews and passengers would still have had a good chance of rescue, if only they could have kept their craft above water for a few hours. The amateur race concedes his fear of accident with great reluctance, and yet there is no doubt that such feelings have had considerable effect in preventing great ocean races since the memorable contest of 1866.

The *Coronet* has certainly done splendid work. Mr. Bush is justified in feeling proud of her. It is a very smart sailing vessel which can shoot across 3,000 miles through heavy seas in fifteen days, and the reputation of such a record is well worth having. And yet, the *Coronet* is still far from beating the record. The *Henrietta* achieved the rare distinction of running from Sandy Hook to Cowes in 13 days and 22 hours. It is impossible now, of course, to institute any just comparison between these voyages, even if we knew more concerning the *Coronet's* trip than is supplied by this morning's cable dispatches. If it is any disappointment to Mr. Bush that his envied yacht failed to beat the record, he can at least find consolation in comparing her time with that of Mr. Ashbury's *Cambria*, which had all she could do in 1870 to make the trip in twenty-three days.

This great race is another gratifying indication of the admirable spirit which is inspiring American yachtsmen to-day. There is no achievement which can advance the science of yacht-building or encourage sailing as a sport that they are not ready to undertake. They are as willing to sail in the Mediterranean as around the Scotland Lightship. All they require is that there shall be some practical end, useful in its effect upon the brilliant sport they admire so warmly, as the attainment of their efforts. With that in view they are willing to enter upon any contest, no matter at what sacrifice of time and money. It is this spirit, characteristic as we choose to fancy, of Americans in general, which has preserved the America's Cup against all attack, and certainly the *Coronet's* victory was received. — William R. Travers dies. — Uproar and violence in St. Stephen's Church. — Irishmen talked in favor of dynamite. — Injured in a runaway accident on the Bridge. — No developments in the Railway murder case.

TEMPERANCE PROGRESS.

The liquor question is gradually attracting a larger share of public attention. In some of the States public sentiment has favored Prohibition, and that mode of settlement is on trial with enough of popular support to permit its workings to be fairly tested. In such States all reasonable friends of temperance, whether they primarily approved Prohibition or not, insist that the measure shall have a fair trial and faithful enforcement. In other States there has not been found the public sentiment necessary to secure for Prohibition faithful enforcement, and where a fair trial of its merits cannot be had, sincere friends of temperance have with much unanimity favored the high-license plan. Third-party Prohibitionists, who are not honest in their professed zeal for temperance, but are assistant Democrats, continue to oppose license because they want to defeat any settlement. With them are found some sincere persons who imagine it a sin to cut off half an evil when it is not possible to cut off the whole of it. But a very large proportion of the true friends of temperance in such States heartily support the high-license plan, and insist that it shall have a fair trial and faithful enforcement.

In Ohio, after four persons seated by perjury had been excluded, the Republicans recovered the majority in both houses to which they were entitled by the votes actually cast, and the Dow law, with such modifications as were found necessary to make it effective, is now on trial. The Republicans were united in its favor, and the Democrats with the same substantial unanimity opposed it. Thus far the evidence is that the law will serve two good purposes; it will greatly diminish the number of liquor-saloons, and so cut off a considerable part of the traffic and of its consequent evils; and at the same time it will secure a large revenue from the part of the traffic that remains, compelling it to bear part of the expenses of Government which temperance produces. Public opinion in Ohio appears to sustain the measure so effectively that it will be fairly tried, and in that case the temperance question will be practically settled until good reason shall appear to believe that Prohibition can be carried and practically sustained. Whether that time will come must depend in Ohio, as in every other State, upon the movement of public opinion, and experience in States where Prohibition is now on trial will have much to do with the formation of an intelligent judgment respecting its usefulness elsewhere.

The passage of a High-License bill by the New-York Assembly, and the defeat of the liquor interest in opposing a similar bill in the Pennsylvania Legislature, justify hope that in these great States this settlement may be attained without further delay. It is a striking fact, which sensible temperance men do not overlook, that in all these States the Republicans are substantially united in supporting and the Democrats in opposing this measure. The pretenses for opposition differ, but on one pretext or another Democratic members in all the great States fight against every effort to restrain the liquor traffic, or to make it bear part of the expense it causes. What can be more humiliating to a great political party than the confession that it depends so completely upon the support of the saloons that its representatives do not dare to vote for a

measure which even the most intelligent liquor-sellers themselves acknowledge to be just and for the public good?

Democratic dependence upon the saloons, Democratic hostility to any and every restriction of the liquor traffic, makes this a party question wherever such measures are pending. Republicans propose regulation because they believe it the wisest and best thing that is practicable. In that spirit they invite the aid of men of all parties. But in every State substantially the entire Democratic party obeys orders from the liquor interest, as if it existed solely to serve the personal convenience of saloon-keepers.

THE THACKERAY LETTERS.

In these days of note paper and postal cards we are tempted to despair of the beautiful art of letter writing as one of the lost accomplishments. Friendship is content to scribble a few broken sentences on twelve square inches of Irish linen, or perchance to rattle its messages of sympathy on a type-writer. The post has no more to do with carrying poetry, sentiment, kindness, wit, humor; it is turned into a machine for the transaction of business with brevity and expedition. Even the man of books and the pen, who is confidential in his verses and delightful in his essays, feels the pressure of the changed fashion, and grows dull in his private epistles. We can recall a great deal of correspondence of favorite modern authors which we wish had never been printed. But once in a while some treasure comes to light and dispels all our misgivings. If letter-writing is no longer carefully studied as a part of every cultivated person's equipment for society—studied as it used to be from the days of Pope and Walpole to the time of Sydney Smith and Lamb, and even a generation later—there are still great masters of the charming practice to which friendship owes some of its choicest privileges and English literature some of its brightest pages.

It is no news that Thackeray was one of the best of all letter-writers, but so few of his familiar epistles have hitherto got into print that the publication just begun in "Scribner's Magazine" will rank as a literary event, parallel in importance, and possibly equal in interest, to the appearance of the letters of Charles Dickens. Both sets of correspondence are strongly significant of character. Dickens showed a gentleness which was never without a sub-flavor of self-indulgence, and an exuberance of humor which inconspicuously suggested the calculation of effect. He wrote with such an overlying dramatic instinct that even in his most fervid moments of friendship he could not escape the theatrical. Instead of revealing his private life and feelings, the letters left us with the impression that his life and feelings were all public. When we think now of Tiny Tim or the murder of Nancy, we seem to see the popular reader arranging his stage before the audience rush in, and giving particular directions to the gas-man for lighting up the emotions. As literary art, the letters are on a par with the novels, and many of them are unsurpassed by any epistolary constructions of this century. With Thackeray letter-writing was not so much an art as a natural gift. Let us say rather that there was no conscious artifice in these products of a vagrant pen; but if art is the best expression of beautiful thought, we certainly cannot deny that epithet to the simple and touching sentences in which a lovely nature unwittingly displays itself. There is a plenty of fun, audacity sometimes, and kindly criticism, but above all there is mainly tenderness, with affection and simplicity.

No sensitive person ever read Thackeray's letters to William B. Reed without loving the writer for these qualities. No one can miss feeling them in the newly published letters to Mr. and Mrs. Brookfield. These now before us cover the period when he was writing "Vanity Fair" and "Pendennis," and just rising into fame, but they indicate no immaturity of character, and there are passages in them which might serve as a key to all that was most attractive in his life. Why should we hate and undervalue this world, he asks? "What we see here is but an expression of God's will, so to speak—a beautiful earth, and sky, and sea—beautiful affections and sorrows, wonderful changes and developments of creation, suns rising, stars shining, birds singing, clouds and shadows changing and fading, people loving each other, smiling, and crying, the multiplied phenomena of Nature, multiplied in fact and fancy, in Art and Science, in every way that a man's intellect or education or imagination can be brought to bear. And who is to say that we are to ignore all this, or not value them and love them, because there is another unknown world yet to come?" Let us leave the future to the disposal of the awful Father; and for the present let us enjoy, and be thankful, and trust, and love. That is the whole of Thackeray's philosophy, the last words of which are always trust and love. He has a curiously acute remark upon a boy-choir in chapel. "These pretty brats with sweet innocent voices and white robes sing quite celestially; no, not celestially, for I don't believe it is devotion at all, but a high delight out of which one comes, not unpurified, I hope, but with a thankful, pleased, gentle frame of mind." So it was with his life. He took a high delight in all that was honest, and beautiful, and unselfish and pure, the fair face of the world, the love of a friend, the thought of a noble deed; and out of it he came with a thankful, pleased, gentle frame of mind, which blesses all who love his books.

RAPID TRANSIT IN BROOKLYN.

The outlook for rapid transit in Brooklyn has been materially improved by the developments of the last week. The decision of the Court of Appeals in favor of the Kings County Company completely rehabilitates that corporation, whose affairs have been under a cloud for a year or more, and puts an end to the pretensions of the Union Company, organized under a commission appointed by Mayor Whitney in the interest, it has turned out, of Democratic politicians, and authorized to build roads in the streets previously set apart for the Kings County Company. The attack upon the charter of the last-named company was successful in the Supreme Court and the General Term, but the Court of Appeals has brushed aside all the objections raised and placed it upon a solid foundation. It will doubtless proceed with work upon its structure at once.

Of course it is still in the power of the Union Company and probably of obstructive property-owners to cause delays in the construction of the elevated railway system which Brooklyn stands so greatly in need. The Union Company claims the right to some streets, the grant of which was given years ago to the Kings County corporation; but in view of the decision favorable to the latter on the question of occupying Fulton-st., there can be little doubt as to the outcome in case a legal contest should be made as to the other streets involved. If the Union Company is wise, it will not make that contest. It has an undisputed right to the monopoly which it will have of the rapid transit carrying business for the important South Brooklyn region of the city. It will also serve

as a feeder to at least two of the Coney Island railroads.

It need hardly be said that for individual property-owners to oppose the construction of elevated railways which the general opinion of the community demands as necessary is not only a policy of short-sightedness, but it is one inevitably doomed to defeat. The elevated roads are bound to come, and the good of the many must overbalance the inconvenience and seeming loss of the few. We say "seeming loss," because experience has shown that the ultimate result is benefit and not injury. Still there are doubtless some who, of their own motion, or as the agents of a rival company, may seek to throw obstacles in the way of legitimate and well-established enterprises. But no such attempt will be permitted to succeed. Brooklyn has waited long for practical rapid transit. It cannot afford to wait much longer. The way seems to have been cleared for the introduction of this benefit, and the demand for it is so emphatic that all minor obstacles will be swept aside. Let the Kings County Company go ahead. It may be sure of public support while its roads are in process of construction and of generous patronage afterward.

BEGINNING TO WORK MISCHIEF.

One important result of the Interstate act is noticed by wool consumers in the Boston market. The new rates for transcontinental transportation, it appears, are so high as entirely to exclude California wool transported by rail, and it remains a matter of serious doubt whether it can pay the cost of transportation by any other route. But this is not a matter of surprise. The express intent of the act, as was constantly avowed by its most ardent supporters, was to require the railways to adjust their through rates in comparatively close correspondence with the rates charged for transportation short distances. The longer the through transportation the greater change in rates must necessarily be produced in this readjustment. The roads between New-York and San Francisco, wherever they move freight from one State into another, are required by the provisions of the act to charge not less for the through than for the local traffic, and this provision, if not altogether set aside in the interpretation of the act, must of necessity make rates for through transportation so high as to be virtually prohibitory with respect to the movement of many articles.

It may be reasoned that this was not intended by Congress, and probably it was not the intention of the Senate. Senators plainly stated in debate that the phrase "Under like circumstances and conditions," with which the long and short haul provisions were by the Senate modified, was intended to leave a certain elasticity in making rates for long distance transportation. But the interpretation given to the bill in the House was precisely the opposite one, and it was held by the most earnest advocates of the measure, and is to-day maintained by them, that rates ought to be proportioned to distance, and that the traffic which cannot exist under such provisions ought not to exist at all.

MONEY AND BUSINESS.

There has been a drain of money from this point that is customary at this season, and also another that is without precedent. The Street has made up its mind that the danger of stringency from either cause is past, and the stock market answered last week by an average advance of about \$1 per share, after allowance for assessments paid on some stocks quoted. The movement of money to the interior for the usual April settlements must be by this time nearly over. But it is found that large amounts have been sent to the West, and distributed from western forwarding points, to settle for products, the shipment of which before the Interstate Commerce bill goes into effect is especially desired. Chicago advices indicate that this demand has begun to decrease, but as the Interstate Commerce bill does not go into effect, and present rates and contracts do not cease to be in force until Tuesday, April 5, it is possible that the outgo due to that cause may continue through this week. But money used in ordinary April settlements will begin to return after this week, and though the next bank statement may show a still lower reserve, the contraction of \$3,000,000 in loans during the last week has not depressed things, and it is not anticipated that a larger contraction prior to April 1 will be found necessary.

At bottom, much confidence is based upon the belief that none of the strong operators who have the ability to make money tight are now inclined to do so. Some are at present peculiarly interested in the development of properties or in negotiations or settlements which stringency would arrest. Others are believed to have some hidden interest in the success of the Baltimore and Ohio arrangement. Others still may be disinclined to operate for lower prices against foreign buying and overflowing money vaults in London. The large exports this month, at New-York 18 per cent larger than for the same weeks in 1886, against an increase of 10.3 per cent in imports for four weeks ending with Saturday, make it comparatively easy to secure more money from abroad for investment or speculation here, the Bank of England having also reduced its rate. Then, too, the Treasury is steadily adding to the circulation. During the last week it took in \$2,200,000 more gold than it paid out, but it paid out \$1,200,000 in legal tenders and \$2,100,000 in silver more than it took in; so some days an official statement showed that it had added to the circulation already \$19,000,000 of the new \$1, \$2 and \$5 silver certificates, and within the past week it has put out \$3,000,000 more.

Still another fact that helps the supply of money for stock operations is that speculation in most other exchanges has run into very shallow water. Cotton, it is true, advanced three-eighths last week, and the transactions reached 790,900 bales, the stock at ports and interior towns being only 752,148 bales, against 1,246,867 at date last year. Exports in four weeks have been 450,320 bales, against 308,930 for the same weeks last year, and the domestic demand for goods has been such that scarcely in some grades is reported. Coffee was also marked up half a cent, and the prices of iron and steel were steady. But wheat declined three-quarters, and the speculation seemed very languid; oil changed but little in price, but the market is in a cataleptic state; pork declined a little, with dairy products and eggs, copper and lead. The wheat market is too low to be worth selling, and yet recent exports have been so large that the least reasonable bulls have to reckon upon a slackening of the demand as probable.

The Interstate Commerce bill is the chief obstacle in the path, but just now the abnormal activity prompted by the approaching change of rates and expiration of contracts makes that measure appear no hindrance. But after April 5 its real influence can be better realized. One helpful feature has been the settlement of some important labor difficulties during the last week, especially the strike of silk workers at Paterson, who resumed work on the terms proposed by the manufacturers. The shoe manufacturers of Massachusetts are steadily increasing the number of hands employed, adhering firmly to the free shop policy. In the Pittsburgh

region great industries are progressing peacefully, with labor more generally employed and at better wages than for a long time. The iron business, with production continuing at a rate never before reached, is perceptibly depressed by the unusual imports, for in February British exports alone of all kinds of iron and steel to this country reached 117,453 tons, besides \$125,000 worth of hardware and cutlery, and \$156,000 of other manufactures of iron and steel. The scanty demand for woolen goods also retards the manufacture and depresses the price of wool. But the outlook is more favorable, on the whole, than was anticipated when Congress adjourned.

The *Dauntless* seems to have had the style, the clique, the fashionable sailing-master. But the *Coronet* got there, all the same.

Our Albany correspondent quotes Capital Commissioner Perry as remarking "that while there might be danger of separate stones falling from the roof of the Assembly Chamber on the heads of the Assemblymen, the entire roof could not cave in because the tie rods would prevent it." The average man upon reading these only partially reassuring words from Mr. Perry will be more than ever convinced that the post of safety, if not of honor, is the private station.

We notice that a citizen of Johnstown, Fulton County, has been granted a patent for a fruit-picker. What is the matter with the Johnstown small boy?

With the repeal of the Pennsylvania marriage-license law the ministers and justices of New-Jersey along the Delaware River will be deprived of large gains. The pastor of a church in Camden on one day last week recorded at the City Clerk's office no less than one hundred and thirty marriages, his work for the preceding fortnight. Most of them were Philadelphians, who preferred paying forage to securing licenses. These circumstances revive the question whether there should not be a National marriage and divorce law.

Carter Harrison says he has given the best years of his life to the people. This is a dreadful confession as to the kind of life he must have led before the period of his "best years."

It is interesting to learn that a new college for women is to be started in Princeton upon such a scale and with such arrangements as seem to insure it a permanent and useful life. There is plenty of room for high-class educational institutions for women and plenty of women ready to take advantage of them.

Governor Hill's crafty remark that he is a Democrat has cost Mr. Cleveland a great many post-offices.

That there will be opposition to the request for an extension of time for the Brooklyn Investigating Committee may be taken for granted. Certainly the Democratic members of the Assembly are not anxious to see any further exposure of the methods of the dominant party in Kings County. The committee has already amply justified its appointment. It has demonstrated—that was surprised but not definitely known before—that the records of the County Clerk, Register and Sheriff are enormously out of proportion to the services rendered, and that a large proportion of these receipts probably goes into the pockets of political managers; and bills have been introduced to remedy these evils. It has shown that the present Sheriff is the most figurehead, to whom a small salary is allowed, while the bulk of the outgoing ring is disposed of by the Under Sheriff, a leading ring politician, and a nephew of the notorious "Boss" McLaughlin. It has secured complete evidence that the Civil Service Law has been persistently violated by Mayor Whitney's Civil Service Commissioners, and made to work as effectively in the interest of Democratic politicians as the old spoils system. The record so far made by the committee is an excellent one. But much remains to be done. By all means give Mr. Bacon and his associates more time.

The Excise Commissioners have done a part of their duty in resolving not to increase the number of drinking places in the city. But a great diminution of the number should be made. They should be weeded out as licensees expire. Speaking of the attacks of "The Evening Post" on Governor Wetmore of Rhode Island, Congressman Henry Cabot Lodge says they are "a mixture of sham morals and false issues, revolting to any honest-minded man." All very true, but they hurt nobody, as honest-minded men have ceased to be influenced by this Mugwump scold.

Carter Harrison's sagacity is not to be sneezed at. Few men realize that they have had enough of a good thing and fewer still that the public has had enough of them.

President Payles of the Health Department says that he is of the opinion that the great mistake in the present system of collecting ashes is in permitting ash barrels to occupy the sidewalk at any time, whether full or empty. This is a sensible view of the matter. The present plan of compelling pedestrians to pilot their way through ash cans and garbage barrels is discarded to the city. It is to be hoped that out of the voluminous correspondence between the Mayor and the Street Cleaning and Health Department something better will follow. No one has yet presented any good reason why the ashes should not be collected at night.

PERSONAL.

The Rev. Dr. John Hall, of this city, will tomorrow evening deliver the closing lecture, by eulogium, on the life of the late Rev. Dr. Theodore Tilton, Hartford, taking for his topic the relations of Romanism to Protestantism.

Among last week's visitors at Old Point Comfort were Senator Hawley, Mr. Erasmus Wiman and Surveyor Hans S. Bawley.

Dr. Noah Porter of Yale is to lecture at Wesleyan University at the beginning of next term.

Mr. George W. Childs will present to the West Point Military Academy a life size painting of General Grant.

The Hon. Chauncey M. Depew will attend the Yale alumni dinner at Albany on April 12.

General Butler is now able to go about his house and attend to a good deal of law business.

The Hon. John D. Long will deliver the Memorial Day oration at Milford, Mass.

Mr. Edwin S. Stuart, president of the Philadelphia Young Republican Club, which entertained Mr. Blaine last fall on his visit to that city, has received from the author a copy of "Twenty Years in Congress," with the following inscription: "To Edwin S. Stuart, from his friend, James G. Blaine."

If his health permits, Walt Whitman will next month deliver, in Camden and New-York, addresses commemorating the death of Lincoln.

When it was announced that Sir Michael Hicks-Beach was threatened with blindness by catarrh, and so was forced to resign office, "The Dublin Express" printed a dispatch purporting to be from Dr. Tanner, an Irish member of Parliament, saying that God Almighty was working in Ireland's favor in having afflicted the Chief Secretary with blindness, thereupon Mr. Cowley Lambert, M. P., wrote a polite note to Dr. Tanner, inquiring if the dispatch was authentic. The only reply Dr. Tanner could give was that Mr. Lambert's note was either a studied insult or a stupid specimen of purplish self-sufficiency. There was a time when a member of the House of Commons could say "We are all gentlemen."

THE TALK OF THE DAY.

The German papers allege that many German industries are seriously affected by over-production. The disastrous competition in the chemical trade is to be followed by efforts to reduce production to the level of the demand. Associations have been formed to see what can be done in the interest of the potash, salt-petre, soda, Prussian blue and glasser industries. It was stated that the production of soda alone in Germany was 400,000 hundred weight in excess of the consumption.

A Boston exchange announces that an archery club to be composed entirely of bow-wound men is to be organized in New-York this spring. These human

parentheses should organize a croquet club. To an emergency a member should be utilized as a witness.

(Norristown Herald.)

The picturesque W. H. Murray has turned up again, this time as the promoter of a great inland yacht club for Lake Champlain.

Where Mistakes Can Happen.—Omaha Druggist.—That was a strange blunder in Washington, wasn't it? Kansas Druggist—I didn't hear of it.

"You didn't? Why, a prominent druggist three killed himself by taking a drink of acetone in mistake for whiskey."

"Well, he ought to have known better than to keep drugs in his stock. They are dangerous things."

(Omaha World.)

Arrangements are already being made to celebrate on April 7, 1888, at Marietta, Ohio, the first settlement of the "Territory Northwest of the Ohio River" under the ordinance of 1787.

It is in Boston where a sign is displayed, "Baw Game—30 shots for 5 cents."

Vermilion Station, Minn., was grievously pained at the passage of the high license law, which compelled the four saloon-keepers of that place to pay \$500 to come into the new law. Finally a station in the vexed question was found.

The four saloon-keepers were sworn in as special policemen of Vermilion, and they were allowed to keep their saloons. Then they took out their licenses at \$500 each. In this way the village of Vermilion licenses its saloon-keepers at \$100 a year each to sell liquor.—(Pittsburg Post.)

An Arkansas Judge recently drank a glass of water, and immediately dropped dead. The liquor men are using this fact as an argument against prohibition.

Civilization is advancing in Holbrook, Arizona. The citizens of that town are not saying anything about their churches or schools, but many of them point with pride to a new saloon which "is elegantly carpeted and magnificently rugged with rich and quaint designs of the Navajo manufacture."

Easily Accounted For.—Bill Collector—See here, I have written you a dozen letters about this bill you owe my firm and you haven't even recognized them. Country Editor—Were they written on both sides of the sheet?

"Of course."

"All such communications go into the waste basket without reading."